the Shahdara-Tis Hazari-Trinagar section during 18.10.2002 to 4.11.2002 were witnessed by the Research Development and Standardisation Organisation (RDSO), Lucknow. The consultancy fee charged by the RDSO was Rs. 77,25,000/-. Some of the findings of RDSO were contested by the rolling stock manufacturer. As per the contract conditions, the rolling stock manufacturer requested Delhi Metro Rail Corporation Ltd. (DMRC) to engage an independent Rail Vehicle Certification consultant, as a third party, for witnessing repeat trials. Accordingly, a Britain-based Rail Vehicle Certification consultant was engaged to witness some repeat trials and, based on the trial results, certify train speed at 80 kmph from safety view point. The trial results were forwarded to the commissioner of Metro Railway Safety, New Delhi who accepted them and issued sanction to operate trains at a maximum speed of 80 kmph. The Britain-based Consultancy firm was awarded the contract for an amount of British (Sterling) £ 30887, i.e., Rs. 22,90,272/-.

Power supply to Dwarka Sub–city

635. SHRI KARNENDU BHATTACHARJEE: Will the Minister of URBAN DEVELOPMENT AND POVERTY ALLEVIATION be pleased to state:

(a) whether it is a fact that the shortage of power in the National Capital Region is affecting adversely the requirements of power supply for the developmental work in Dwarka sub-city;

(b) if so, the details thereof;

(c) the steps taken to augment generation of power, its supply and distribution to Dwarka sub-city for its additional power requirements;

(d) whether an independent power sub-station is likely to be commissioned for meeting the power requirements of Dwarka; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF URBAN DEVELOPMENT AND POVERTY ALLEVIATION (SHRI BANDARU DATTATRAYA): (a) to (e) No, Sir. The Delhi TRANSCO Limited has reported that no difficulty is envisaged in meeting the power requirements of Dwarka sub-city as adequate transmission network commensurate with the power requirement has been planned.

It has further been reported that at present a 220 KV sub-station at Pappankalan-I (Dwarka sub-city), with 3x100 MVA 220/66 KV power transformers, is already there. Another 220 KV sub-station at Pappankalan-II has been planned by Delhi TRANSCO Ltd. for which the work has already been awarded and is targeted to be completed by the end of the year 2004. This sub-station shall have a transformation capacity of 2x100 MVA 220/66 KV power transformers.

Extension of Metro Services

636. DR. AKHILESH DAS: Will the Minister of URBAN DEVELOPMENT AND POVERTY ALLEVIATION be pleased to state:

(a) whether there is a scheme to extend the Delhi Metro Railway section from Delhi University to Central Secretariat upto the All India Institute of Medical Sciences;

(b) if so, the details thereof and cost of the scheme; and

(c) the time schedule therefor?

THE MINISTER OF STATE OF THE MINISTRY OF URBAN DEVELOPMENT AND POVERTY ALLEVIATION (SHRI BANDARU DATTATRAYA): (a) There is no proposal to extend the Delhi University-Central Secretariat section of the Delhi Metro to the All India Institute of Medical Sciences, under the approved Delhi Mas Rapid Transit System Project, Phase I.

(b) and (c) do not arise.

Urban Reforms Incentive Fund

637. DR. T. SUBBARAMI REDDY: Will the Minister of URBAN DEVELOPMENT AND POVERTY ALLEVIATION be pleased to state:

(a) whether Government have set October 15 as the target date for the State Governments to sign the Memorandum of Agreement for availing the Central assistance under the Urban Reforms Incentive Fund;

(b) if so, whether only eight States have signed MoA with the Centre, so far;

(c) if so, the States who have not signed this MoA so far;

(d) by when these States are likely to sign the same; and

(e) by when this fund would be utilised for urban reforms?